1946-1956

HYDRA-MATIC

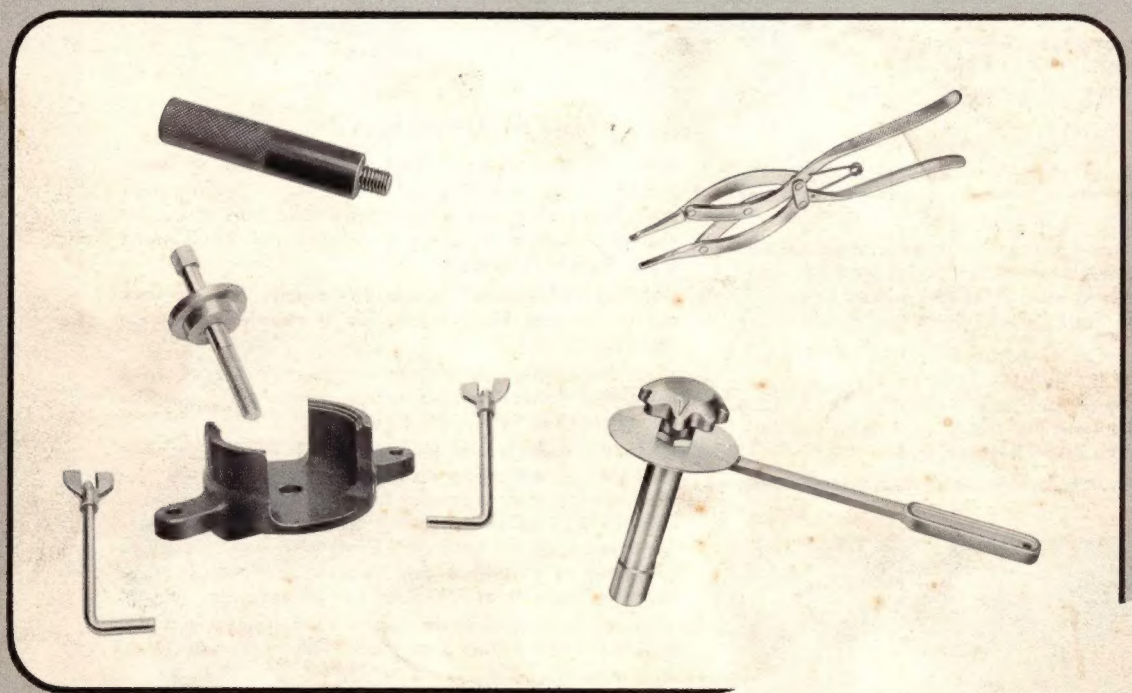
TRANSMISSION SERVICE TOOLS

FOR

1946-56 OLDSMOBILE, PONTIAC, CADILLAC, NASH, HUDSON, LINCOLN, KAISER AND FRASER CARS EQUIPPED WITH THE HYDRA-MATIC TRANSMISSION.

CATALOG NO. AD-385

ANDERSON AUTOMOTIVE SUPPLY, INC.
1600 MAIN STREET
ANDERSON, INDIANA



NAPA Assurance of Quality

New Britain HAND TOOLS

THE NEW BRITAIN MACHINE CO., NEW BRITAIN, CONN., U.S.A.

New Britain

HYDRA-MATIC BAND ADJUSTING TOOL
(EXTERNAL)

Especially designed for external adjustment of front and rear bands on Hydra-Matic transmissions, this useful Tool does not require removal of transmission oil pan.

Rugged construction assures years of trouble-free service. Sturdy, forged handle with comfortable, hand-hugging grip. Finger-grip Adjustment Knob with pointer, and heavy-gauge metal Indicator Dial numbered to show tenths of a turn. Wrench End consists of two Sockets . . . Inner Socket with two flat sides to provide sure grip on band-adjusting screw — Outer, 12-point Socket for adjusting-screw lock nut.

CAR GUIDE

OLDSMOBILE	PONTIAC	NASH	KAISER
CADILLAC	LINCOLN	HUDSON	FRAZER

Part No.	Length	No. in Carton
AH-10	12¼"	1

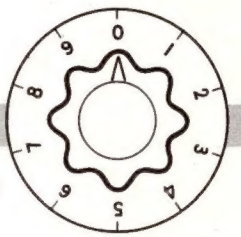


FIG. 2

INSTRUCTIONS
FOR USE OF HYDRA-MATIC ADJUSTING TOOL AH-10

Before adjusting either front or rear band, set car hand brake, then chock wheels, making certain car does not move during adjustment.

To expose floorboard access cover over band-adjusting screws, remove accelerator pedal and lift floor mat on left (driver's) side. Remove access cover. Start engine. Run until normal operating temperature is reached.

Connect electrical tachometer.

For car models up to and including 1951, place Shift Lever in Low Range. For 1952 and later models, place Shift Lever in Drive Range.

Adjust carburetor idle screw until tachometer reads 700 RPM.

FIG. 1

Adjustment of Front Band

1. Insert Wrench End of Band Adjusting Tool in floorboard access hole (Fig. 1). Place Outer Socket over adjusting-screw lock nut. Engage adjusting screw by slowly rotating finger-grip Adjustment Knob until Inner Socket is seated.
2. Holding Adjustment Knob stationary, loosen lock nut by turning Wrench Handle in counter-clockwise direction.
3. Turn Adjustment Knob slowly in counter-clockwise direction, loosening adjusting screw, until engine speed reaches 900-1000 RPM.
4. Reduce engine speed to *exactly* 700 RPM by slowly retightening adjusting screw. Observe tachometer for 30 seconds. If tachometer reading creeps up beyond 700 RPM, tighten adjusting screw 1/10th of a turn (one marking on Indicator Dial) and again observe tachometer. Continue this process until tachometer reading remains at 700 RPM for 30 seconds.
5. Without turning Wrench Handle or Adjustment Knob, rotate Indicator Dial until Zero mark is directly under arrow pointer (Fig. 2).
6. For car models up to and including 1951, hold Wrench Handle stationary and tighten adjusting screw 6½ turns by rotating adjustment knob in a clockwise direction. For 1952 and later models, tighten adjusting screw 7-7/10th turns.
7. Holding Adjustment Knob stationary, tighten lock nut.

Adjustment of Rear Band

1. Repeat operations 1 through 5, as in front-band adjustment procedure.
2. Place Shift Lever in Neutral position.
3. Hold Wrench Handle stationary and tighten adjusting screw 2 turns by rotating Adjustment Knob in a clockwise direction.
4. Holding Adjustment Knob stationary, tighten lock nut.
5. Re-adjust carburetor for proper engine-idling speed.

New Britain
HYDRA-MATIC
FRONT BAND ADJUSTING TOOL

This accurate Tool is designed for internal adjustment (transmission oil pan removed) of front bands on Hydra-Matic transmissions. Essential for transmission overhauls, the Tool may be used while Hydra-Matic unit is in the car or on the bench. Combines ruggedness and precision. Sliding gib assures accurate adjustment.

Part No.	Length	No. in Pkg.
AH-11	4¾"	1

INSTRUCTIONS

Drain oil from transmission and drop lower oil pan. Remove ⅛" pipe plug from front Servo (Fig. 1).

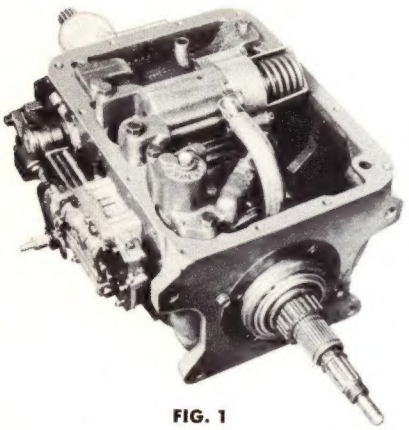


FIG. 1

After loosening lock nut, loosen front-band adjusting screw 5 complete turns. Screw Band Adjusting Tool into ⅛" pipe recess, finger tight (Fig. 2).

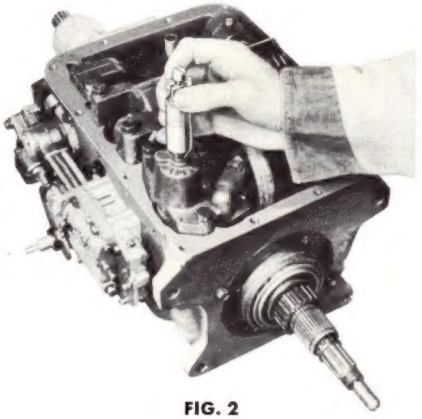


FIG. 2

With thumb and forefinger, screw in hex nut on Adjusting Tool until plunger touches front Servo piston. With a 9/16" open-end wrench, tighten hex nut 5 additional turns.

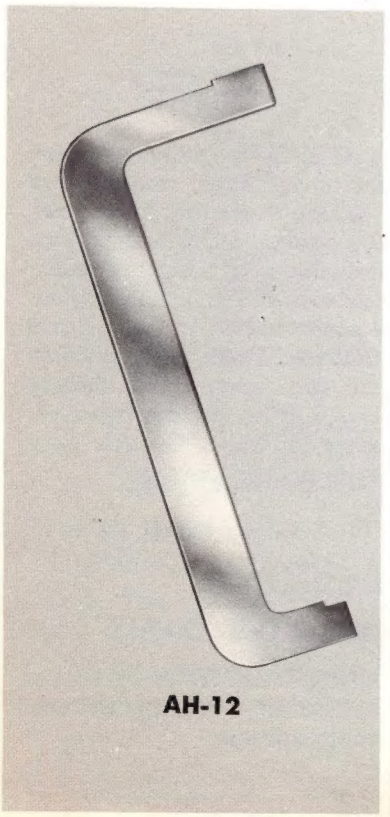
Making certain that band is centered on drum, tighten front-band adjusting screw until Adjusting-Tool Gib is free to slide under light finger pressure.

Holding band-adjusting screw stationary, tighten lock nut.

New Britain
HYDRA-MATIC
REAR BAND ADJUSTMENT GAUGE

For internal adjustment of rear bands (oil pan removed), this snap-type Gauge assures accurate adjustment meeting manufacturers' specifications.

Part No.	Dimensions	No. in Pkg.
AH-12	5¾"x2¼"	1



INSTRUCTIONS

Drain oil from transmission and drop lower oil pan.

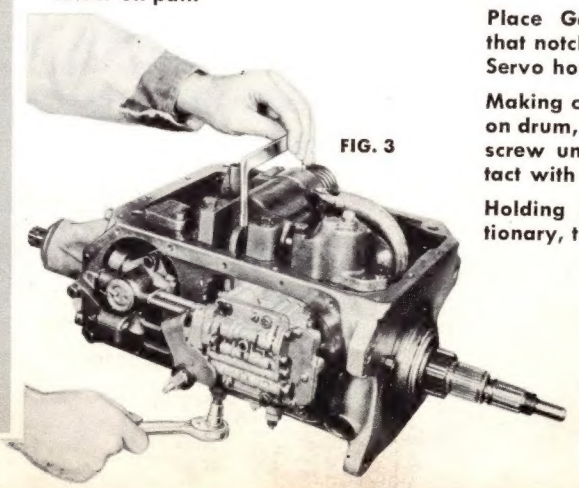


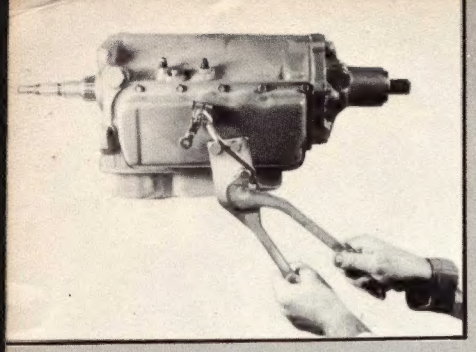
FIG. 3

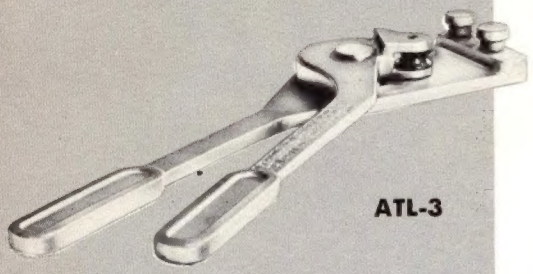
After loosening lock nut, loosen rear-band adjusting screw 3 complete turns.

Place Gauge over rear Servo so that notch on Gauge fits over end of Servo housing (Fig. 3).

Making certain that band is centered on drum, tighten rear-band adjusting screw until Servo lever makes contact with end of Gauge.

Holding band-adjusting screw stationary, tighten lock nut.





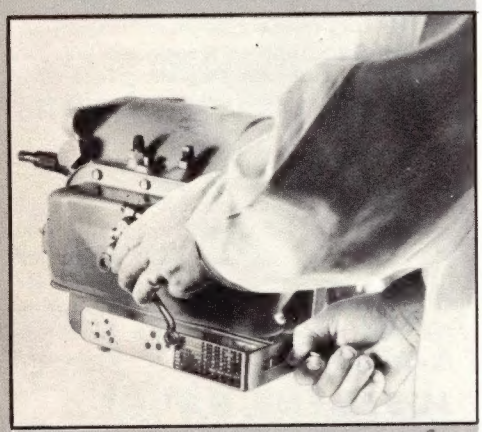
ATL-3

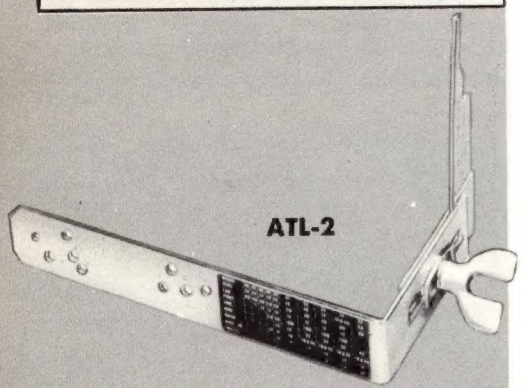
New Britain
UNIVERSAL THROTTLE ARM BENDER

For all 1946-55 HYDRA-MATIC transmissions except 1955 Pontiac. The Universal Throttle Arm Bender is used during adjustment of throttle linkage to adjust position of transmission outer throttle arm, insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Four-position slip joint permits adjustment of Tool for bending any HYDRA-MATIC throttle arm.

Part No.	No. in Carton
ATL-3	1

To adjust outer Throttle Arm: To bend throttle arm toward rear of transmission, place Bender with lugs facing away from transmission side cover and engage throttle arm as shown in illustration. Bend arm by pressing Tool handles firmly together. To bend throttle arm in opposite direction, position Bender so lugs face transmission side cover. Throttle arm should be bent only far enough to align hole in arm with correct hole in Universal Throttle Arm Gauge.





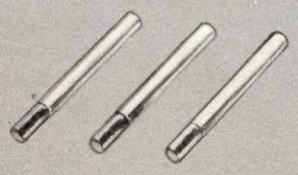
ATL-2

New Britain
UNIVERSAL THROTTLE ARM GAUGE

For all 1946-55 HYDRA-MATIC transmissions. Gauge is used during adjustment of throttle linkage to check outer throttle arm for precise position (front to rear and left to right) insuring proper relationship between movement of carburetor throttle valve and transmission throttle arm throughout entire driving range. Gauge complete with Set of 3 Throttle Linkage Pins (ATL-1).

Part No.	No. in Carton
ATL-2	1

To check alignment of Throttle Arm: Refer to Gauge Index to determine proper Gauge setting for make and year of car. Loosen wing nut and set Gauge at correct letter position. Hold vertical arm of Gauge against machined surface of transmission case, keeping flat edge of arm firmly against shoulder of transmission side cover as shown in illustration. Rotate throttle arm back to stop position. Hole in throttle arm should then be directly over numbered Linkage Gauge hole specifed by Gauge Index, and arm should rest snugly against outer surface of Gauge. If holes do not coincide, throttle arm must be bent, using Universal Throttle Arm Bender, until holes align properly.



ATL-1

New Britain
THROTTLE LINKAGE PINS

For most HYDRA-MATIC transmissions. These precision ground Pins are used as specified by car manufacturers for adjustment of external throttle linkage.

Part No.	No. in Carton
ATL-1	Set of 3

New Britain
BUSHING REMOVER AND INSTALLER SET

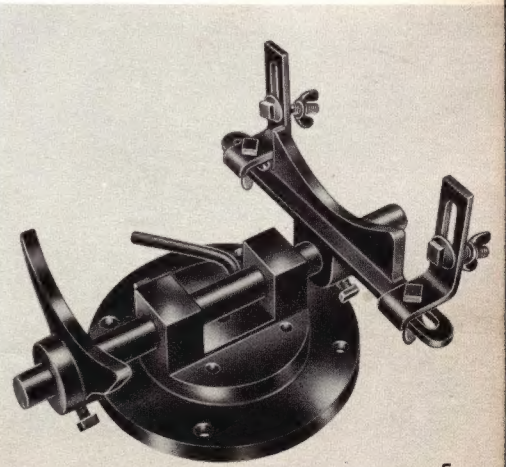
For all 1946-55 HYDRA-MATIC transmissions. The Bushing Remover & Installer Set is used as illustrated to replace worn bronze and babbitt bushings quickly and easily. It saves time and money by eliminating the need to replace costly transmission components simply to remedy bushing wear. Carefully engineered and precision made, these useful Tools provide the accurate fit that prevents damage to bushings during removal and installation.

Part No.	Description	Std. Pkg.
AH-1	Set, complete with Metal Box, Driver and 5 Adapters	1
AH-2	Adapter: Front Pump Bushing	1
AH-3	Adapter: Rear Clutch Drum Bushing	1
AH-4	Adapter: Oil Delivery Sleeve Bushing	1
AH-5	Adapter: Front Drum Bushing	1
AH-6	Adapter: Reverse Internal Gear Bushing	1
AH-7	Driver	1

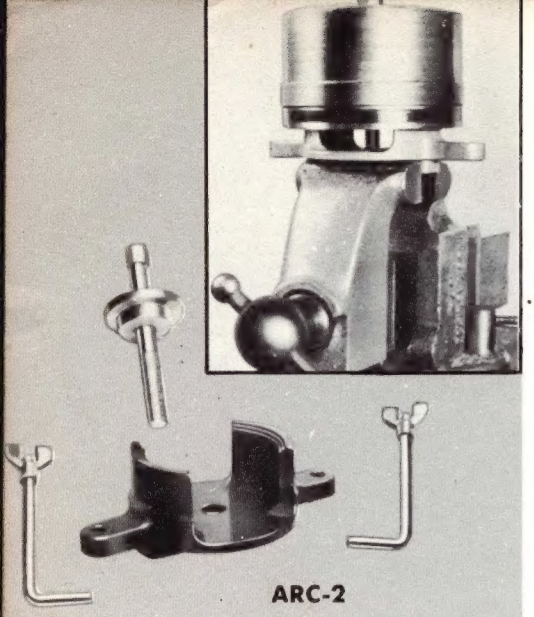
New Britain
TRANSMISSION HOLDING FIXTURE

For all HYDRA-MATIC, FORDOMATIC, MERCOMATIC, POWERFLITE, TORQUE-FLITE, and standard transmissions. This universal tool can be used for most automatic and standard transmissions to support the unit in any working position. Swivels full 360° to facilitate easy disassembly and assembly of transmission.

Part No.	Std. Pkg.
ATH-1	1



ATH-1



ARC-2

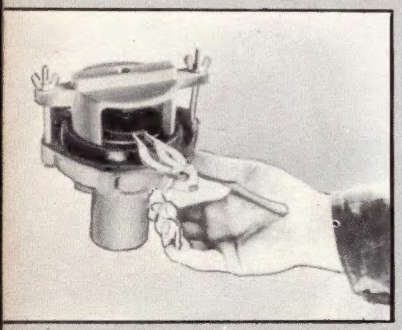
New Britain
MULTI-PURPOSE CLUTCH SPRING COMPRESSOR

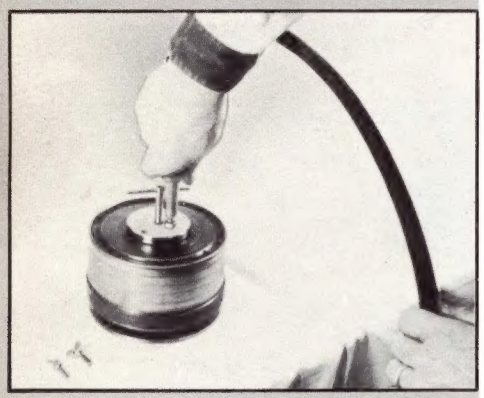
For HYDRA-MATIC transmissions. Eliminates press, simplifies removal and replacement of front and rear Clutch Cover Snap Rings (all 1946-55 HYDRA-MATIC transmissions) and Reverse Cone Clutch Piston Retainer (all 1951-55 HYDRA-MATIC transmissions).

Part No.	No. in Carton
ARC-2	1

To remove Clutch Cover Snap Rings: **Place Spring Compressor in vise, position Clutch assembly on Compressor body, and assemble adapter and draw bolt as shown at left. Tighten draw bolt, compressing clutch springs until enough clearance is obtained to permit removal of snap ring. Using screw driver, pry out snap ring, then loosen draw bolt and remove Clutch assembly from Compressor. Snap ring may be re-installed easily by reversing this procedure.**

To remove Reverse Cone Clutch Piston Retainer: **Place Rear Bearing Retainer Housing on work bench, piston up. Assemble Compressor to Housing assembly as shown at left. Be certain that Compressor body is centered on spring retainer washer. Tighten wing nuts evenly, compressing Reverse Cone Clutch release springs until enough clearance is obtained to permit removal of snap ring. Remove snap ring as shown, loosen wing nuts and remove Compressor. Re-install Retainer by reversing this procedure.**





New Britain
FRONT & REAR CLUTCH TESTER

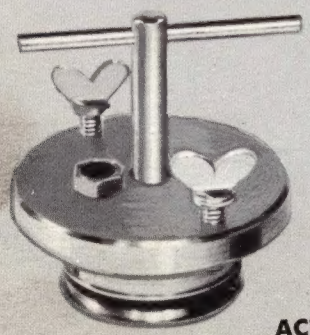
For all 1946-55 HYDRA-MATIC and all 1950-55 Powerglide transmissions. Tests for leaks in Annular Piston Seals before front and rear Planetary units are placed in Transmission case.

Part No.	No. in Carton
ACT-1	1

To test Annular Piston Seals: **Place assembled front or rear Clutch on bench, clutch cover up, as shown at left. Remove wing nuts from Tester and back off Tee-handle 1½ turns (counter clockwise), allowing lower seal ring of Tester to contract. Lubricate both Tester seal rings, insert Tester in clutch cover, and press firmly downward until shoulder of Tester rests on clutch cover. Tighten Tee-handle (clockwise), expanding lower Tester seal ring. Apply air pressure to Tester air fitting. Air leakage indicates annular piston seals are faulty or improperly installed. However, in the case of some commercial transmissions and others which use a cast iron ring in place of the Neoprene seal, there is a .006" ring gap which will permit some air to escape from the clutch drum.**

NOTE: It is also possible to check operation of annular piston and clutch discs by applying air pressure while clutch assembly is turned on side. If annular piston is properly installed and working, it will move forward slightly under air pressure, compressing clutch discs.

To remove Tester: **Back off Tee-handle 1½ turns, freeing lower Tester seal. Insert and tighten wing nuts until Tester is forced out of clutch cover. POWERGLIDE — Clutch Tester may be used in similar manner to test Powerglide piston seals.**



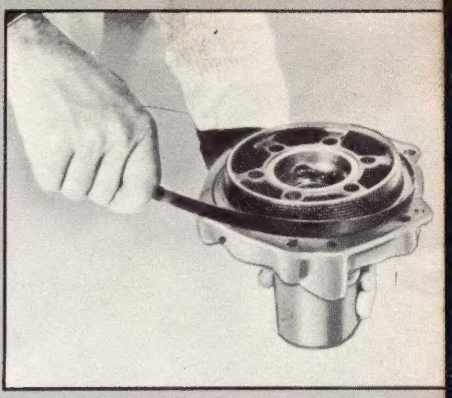
ACT-1

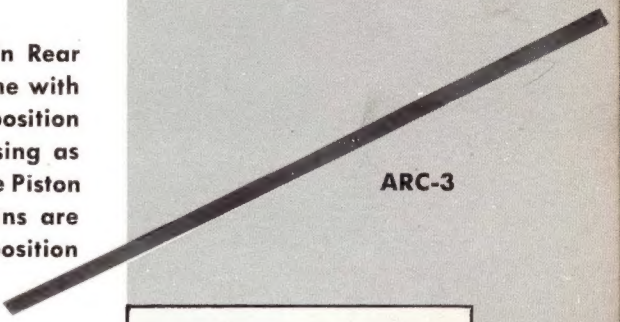
New Britain
REVERSE CONE CLUTCH INSTALLER

For all 1951-55 HYDRA-MATIC transmissions. Blue spring steel band prevents damage to Neoprene Piston Seal during installation of Reverse Cone Clutch Piston in Rear Bearing Retainer Housing.

Part No.	No. in Carton
ARC-3	5

To install Reverse Cone Clutch Piston: **Insert Piston in Rear Bearing Retainer Housing so dowel pins are not in line with dowel holes and support Piston away from its seated position in housing. Insert Installer between Piston and Housing as shown at right. With Installer completely in place, rotate Piston exerting slight downward pressure. When dowel pins are aligned with dowel holes, press Piston into seated position and remove Installer.**



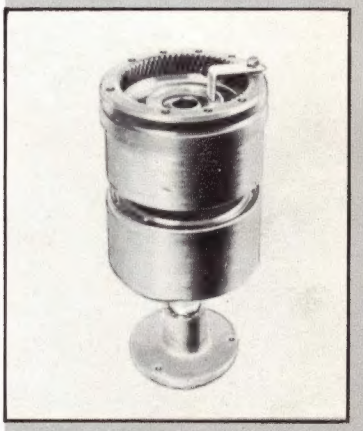


ARC-3

New Britain
REAR CLUTCH RETAINING BRACKET

For all 1946-55 HYDRA-MATIC transmissions. Zinc-finished Steel Bracket prevents rear Clutch unit from becoming disassembled while being mounted on planet carrier. Also prevents movement of rear Clutch Brake Drum while assembled Planetary units are being placed in Transmission case. Bracket is held in place by one Drive Flange Attaching Bolt as shown at right.

Part No.	No. in Carton
ARC-1	5

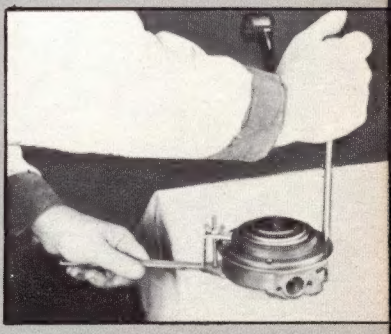


ARC-1

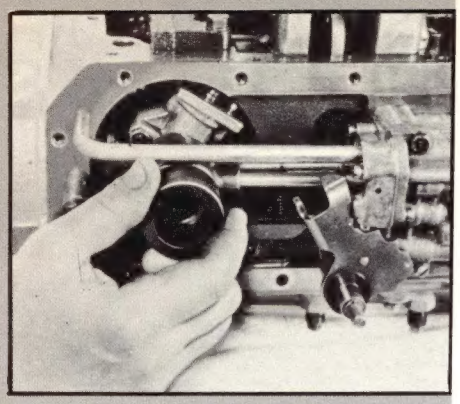
New Britain
FRONT PUMP HOLDER

For all 1946-55 HYDRA-MATIC transmissions. Used as shown at right Holder facilitates removal of Front Pump Attaching Screws. Chrome finished alloy steel Holder, with reversible L-shaped Bracket which permits adjustment to fit any HYDRA-MATIC Front Pump.

Part No.	No. in Carton
AFP-2	5



AFP-2

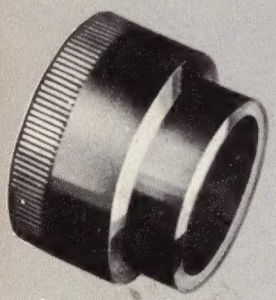


New Britain
GOVERNOR SLEEVE ALIGNING TOOL

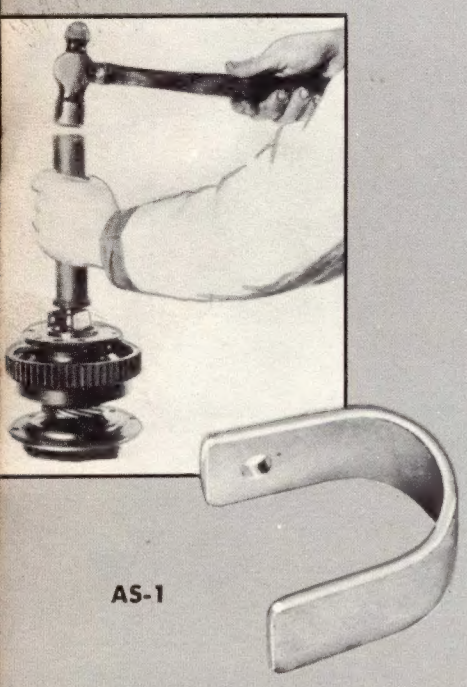
For all 1951-55 HYDRA-MATIC transmissions. This precision-machined concentric Gauge fits snugly over Governor sleeve, may be used when transmission is in or out of car to assure proper alignment of Governor in housing.

Part No.	No. in Carton
AGS-1	5

To align Governor Sleeve: **With Rear Pump and Parking Bracket Attaching Bolts finger tight, install Aligning Tool over Governor and into Governor Sleeve as shown at left and tighten Attaching Bolts. Aligning Tool should rotate freely under light finger pressure. Turn Governor ¼ turn by manually rotating output shaft. Check for freeness of Aligning Tool. Repeat this procedure until Governor has completed one revolution, testing for freeness of Aligning Tool after each ¼ turn. If Aligning Tool binds in any of these positions, loosen Attaching Bolts and adjust to provide free movement, then tighten Attaching Bolts.**



AGS-1



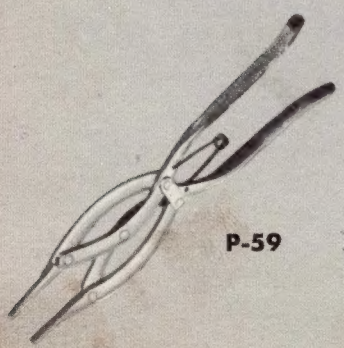
AS-1

New Britain
SPEEDOMETER DRIVE GEAR SPACER GAUGE

For all 1946-50 HYDRA-MATIC transmissions except Cadillac and Lincoln. Accurate and easy to use, this zinc-finished Spacer Gauge assures correct placement of Speedometer Drive Gear on output shaft, in proper position to engage Speedometer Driven Gear when Rear Bearing Retainer Housing is installed.

Part No.	No. in Carton
AS-1	5

To install Speedometer Drive Gear: **Place Gear over output shaft. Rest Spacer Gauge on open type snap ring and around output shaft as shown at left. Using a suitable driver, tap Speedometer Drive Gear down until it touches Spacer Gauge, and remove Gauge.**



P-59

New Britain
SNAP RING PLIERS

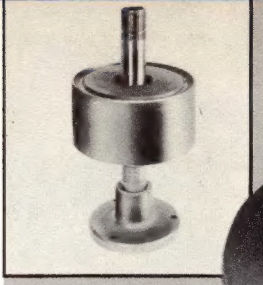
Pliers remove snap rings quickly and easily without damaging snap rings or bearing surfaces.

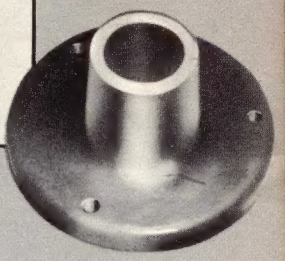
Part No.	No. in Carton
P-59	1

New Britain
FRONT PLANETARY HOLDER

For all 1946-55 HYDRA-MATIC transmissions. Attached to bench as shown at right, Fixture holds shaft upright as parts are assembled.

Part No.	No. in Carton
AFP-1	1



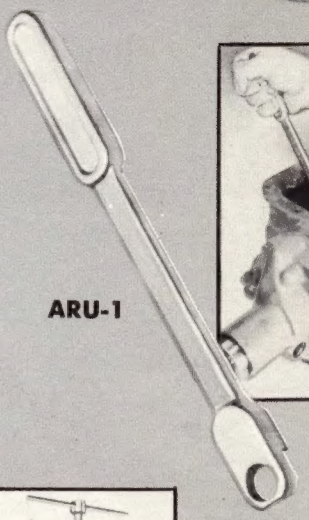


AFP-1

New Britain
REAR UNIT HOLDING TOOL

For all 1946-55 HYDRA-MATIC transmissions. Tool is used as shown at right to prevent rotation of rear Planetary unit in Transmission case while reverse flange Attaching Bolts are tightened or loosened.

Part No.	No. in Carton
ARU-1	5



ARU-1

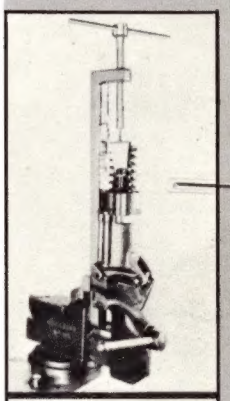
New Britain
REAR SERVO SPRING COMPRESSOR

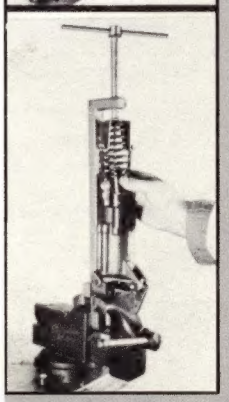
For all 1946-55 HYDRA-MATIC transmissions. This compact Compressor facilitates assembly and disassembly of the rear Servo. Releases Spring tension safely during disassembly, compresses springs during assembly. Eliminates press, prevents ring breakage, saves time and trouble.

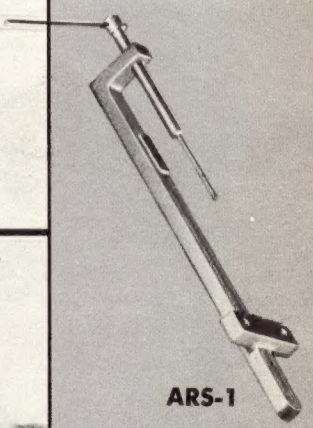
To disassemble Rear Servo: Place Compressor in vise and, using rear Servo attaching bolts, fasten Servo to frame of Compressor as shown in upper illustration. Turn Compressor Tee-handle until Compressor screw rests against Servo spring retainer. Using a ½" open end wrench, loosen both 5/16" spring retainer bolts. Back off Compressor screw, slowly relieving tension of apply spring, until Servo can be removed from Compressor frame.

To assemble Rear Servo: Secure partially assembled Servo to Compressor frame as shown in upper illustration. Turn Compressor screw until spring-loaded plunger enters ¼" hole in apply spring retainer. With one hand, center compensator piston over accumulator piston bore while supporting Servo apply spring and retainer as shown in lower illustration. With other hand, tighten Compressor screw while guiding compensator piston into bore, *being careful not to damage compensator piston ring.* Continue to tighten screw, compressing Servo apply spring, until Servo attaching bolts can be started in Servo body. Tighten both bolts securely, back off Compressor screw, and remove assembled Servo from Compressor frame. Tool is also used for assembling can-type (no ring) compensator piston into Servo.

Part No.	No. in Carton
ARS-1	1





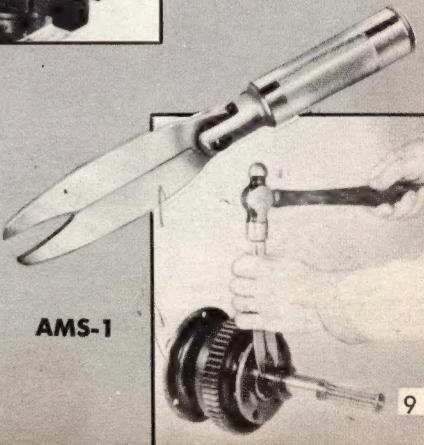


ARS-1

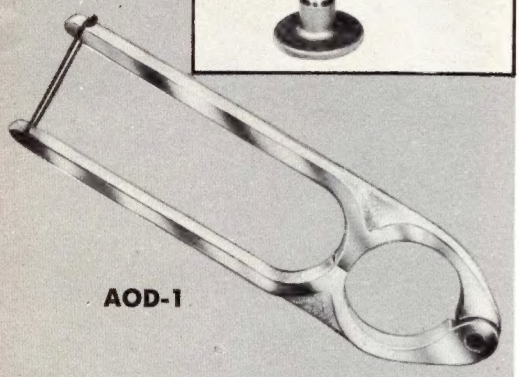
New Britain
OPEN-TYPE SNAP RING REMOVER

For most HYDRA-MATIC transmissions (Cadillac 1946-55, Lincoln 1949-54, all others 1946-50). Used as shown in illustration, Tool removes any size open-type snap ring quickly and easily without damaging shaft and without requiring careful positioning of the Snap Ring Remover.

Part No.	No. in Carton
AMS-1	1



AMS-1

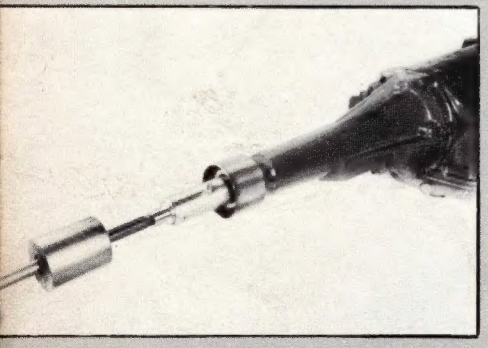


AOD-1

New Britain
OIL DELIVERY SLEEVE RING COMPRESSOR

For all 1946-55 HYDRA-MATIC transmissions. Used as shown in illustration, Compressor prevents breakage of lower oil seal rings when installing oil delivery sleeve into front clutch unit. Compressor is used in a similar manner to prevent breakage when rear clutch unit is assembled over upper oil delivery sleeve rings.

Part No.	No. in Carton
AOD-1	1

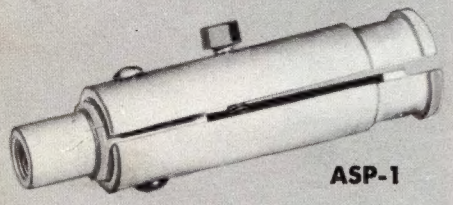


New Britain
SEAL PULLER

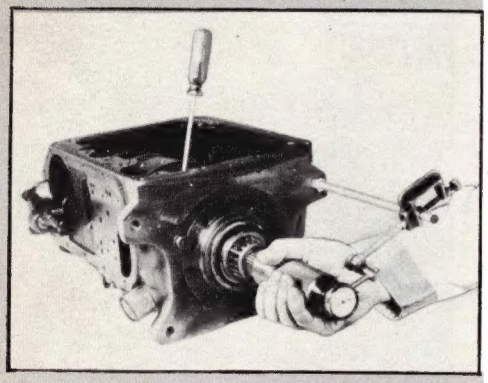
For HYDRA-MATIC transmissions: Seal Puller ASP-1 (Large) for Cadillac 1946-55, Lincoln 1949-54, Oldsmobile 1952-55; Seal Puller ASP-2 (Small) for all 1946-55 HYDRA-MATIC transmissions except Cadillac, Lincoln, and 1952-55 Oldsmobile, and for Fordomatic and Mercomatic transmissions. Used in conjunction with slide hammer, the Seal Puller permits quick removal of the rear bearing retainer oil seal. May be used with transmission in or out of vehicle.

Part No.	No. in Carton
ASP-1 (Large)	1
ASP-2 (Small)	1

To remove Oil Seal: Back off spreader bolt, allowing Seal Puller leaves to close. Insert Puller around transmission output shaft and into rear bearing retainer oil seal as shown in illustration. Tighten spreader bolt, opening Puller leaves until flanges lock securely into oil seal, and install slide hammer shaft on threaded Puller hub. A few sharp blows of slide hammer will then extract oil seal from housing.



ASP-1

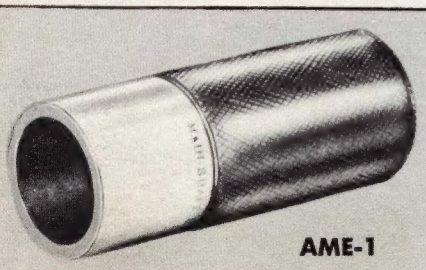


New Britain
MAINSHAFT END PLAY CHECKING TOOL

For all 1946-55 HYDRA-MATIC transmissions. Tool is used in conjunction with Dial Indicator and Dial Indicator Extension Rod. Installed over mainshaft as shown in illustration, the Tool centers mainshaft and insures accurate measurement of mainshaft end play by Dial Indicator before disassembly and after assembly.

Part No.	No. in Carton
AME-1	1

To check Mainshaft End Play: Install Tool over transmission mainshaft and install Dial Indicator Extension Rod and Dial Indicator as shown in illustration. To position planetary units for accurate end play measurement, insert screw driver firmly between front clutch unit and center bearing cap. (Do NOT drive screw driver into position or incorrect reading may result.) Grasp End Play Tool firmly, push toward rear of transmission, and set Dial Indicator at zero. Pull Tool forward and note Dial Indicator reading.

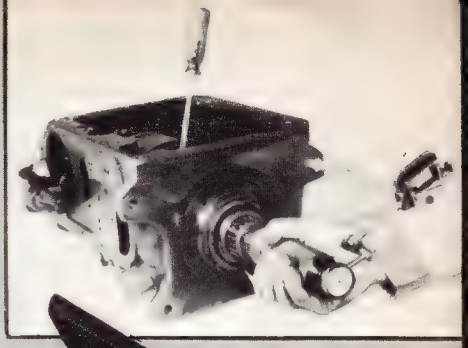


AME-1

New Britain
DIAL INDICATOR

For all automatic transmissions. The Dial Indicator is used to detect governor runout, torus cover hub runout, and, in conjunction with the Dial Indicator Extension Rod and Mainshaft End Play Checking Tool as shown in illustration, to check mainshaft end play in all HYDRA-MATIC transmissions. In addition, this handy Gauge is useful for many other service operations on HYDRA-MATIC and other automatic transmissions, as well as during repair of engines, differentials, standard transmissions, clutches, etc., in accordance with car manufacturers' instructions.

Part No.	No. in Carton
ADI-1	1

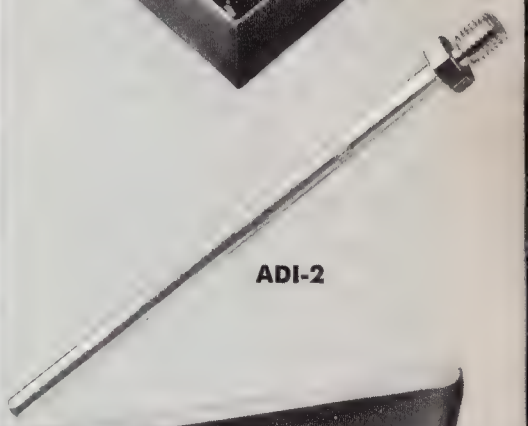


ADI-1

New Britain
DIAL INDICATOR EXTENSION ROD

For all 1946-55 HYDRA-MATIC transmissions. Steel Extension Rod screws into transmission case, supports Dial Indicator or Gauge for checking mainshaft end clearance.

Part No.	No. in Carton
ADI-2	5



ADI-2

New Britain
OIL PRESSURE GAUGE

For all automatic transmissions. Proper operation of the HYDRA-MATIC and other automatic transmissions is dependent upon correct oil pressure at all operating speeds in all driving ranges and under all driving conditions. The Gauge is used to determine whether oil pressures are within car manufacturers' specifications and as an aid to diagnosing various transmission troubles. Reading up to 300 lbs. pressure, this Gauge has a 3½" face with colored scale graduations for easier reading and incorporates a damper to absorb minor pressure surges, providing greater accuracy and preventing damage to Gauge. Complete with adapters and fittings for all automatic transmissions, 18" flexible hose and quick-change couplings to facilitate installation. All packed in a sturdy metal case. Gauge is durable and accurate, provides large capacity for a variety of tests.

Part No.	No. in Carton
AOP-1	1

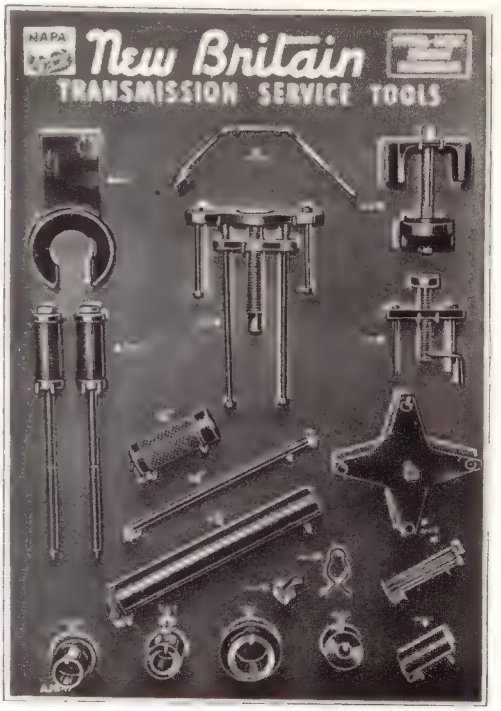
AOP-1

AUTOMATIC TRANSMISSION TOOL SERVICE KIT BOARDS
for Mechanics

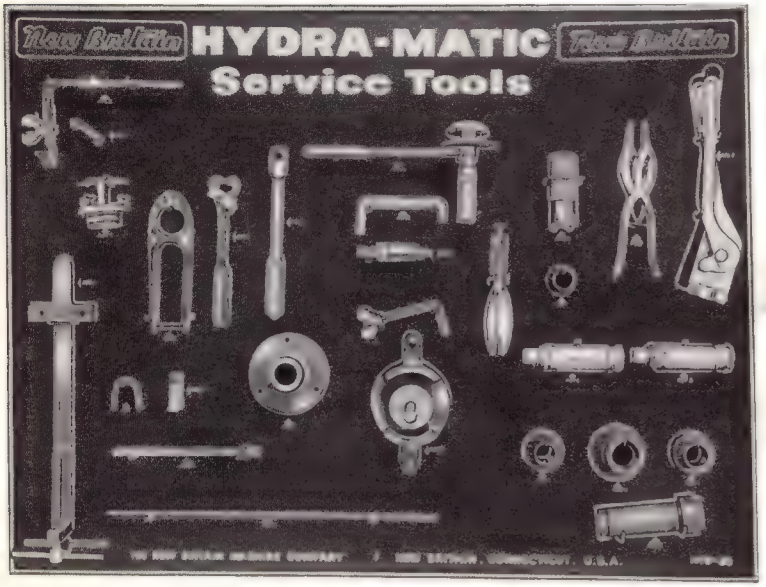
Complete Service Kit Boards for Automatic transmission Tools keep these specialized tools always within easy reach. When prominently displayed in a repair shop, they advertise to the car owners that this is a progressive shop with up to date tools and know how.

AJB-17
HYDRA-MATIC SERVICE TOOL BOARD
1956-57 Oldsmobile, Pontiac, and Cadillac

Part No.	Description
AJB-17	Service Kit Board Complete with 17 Tools
ADI-4	Dial Indicator Extension Rod
AJ-1	Clutch Unit Holding Fixture
AJ-2	Flywheel Housing Oil Seal Installer
AJ-3	Flywheel Housing Oil Seal Protector
AJ-4	Reverse Drive Flange Retainer
AJ-6	Front Unit Coupling Cover Remover
AJ-7	Front Unit Coupling Valve Retainer
AJ-8	Speedometer Gear and Rear Pump Puller
AJ-9	Accumulator Cover Remover and Installer
AJ-10	Slide Hammers
AJ-11	Main Shaft End Play Checking Fixture
AJ-12	Rear Clutch Spring Compressor
AJ-13	Rear Oil Pump Bearing and Speedometer Gear Installer
AJ-14	Speedometer Gear Locating Gauge
AJ-15	Rear Unit Clutch Retainer
AJ-16	Front Unit End Play Checking Gauge
AJ-18	Throttle Linkage Gauge
AJBB-17	Display Board Only



New Britain, the leading manufacturer of automatic transmission tools, now offers 5 complete Service Kit Boards for all these automatic transmissions.



Part No.	Description
HTB-26	Service Kit Board with 26 Hydra-Matic Transmission Service Tools
ACT-1	Front & Rear Clutch Tester
ADI-2	Dial Indicator Extension Rod
AFP-1	Front Planetary Holder
AFP-2	Front Pump Holder
AGS-1	Governor Sleeve Aligning Tool
AH-10	Hydra-Matic Front & Rear Band Adjusting Tool (External)
AH-11	Hydra-Matic Front Band Adjusting Tool (Internal)
AH-12	Hydra-Matic Rear Band Adjustment Gauge (Internal)

HTB-26
HYDRA-MATIC SERVICE TOOL BOARD
1946-55 Oldsmobile, Cadillac, Pontiac, Lincoln, Nash and Hudson

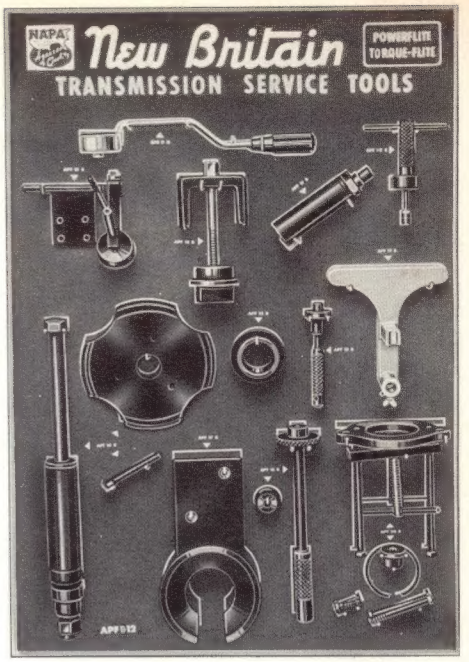
Part No.	Description
AME-1	Main Shaft End Play Checking Tool
AMS-1	Open-Type Snap Ring Remover
AOD-1	Oil Delivery Sleeve Ring Compressor
ARC-1	Rear Clutch Retaining Bracket
ARC-2	Multi-Purpose Clutch Spring Compressor
ARC-3	Reverse Cone Clutch Installer
ARS-1	Rear Servo Spring Compressor
ARU-1	Rear Unit Holding Tool
AS-1	Speedometer Drive Gear Spacer Gauge
ASD-3	Output Shaft Seal Driver
ASD-4	Output Shaft Seal Driver
ASD-7	Front Pump Seal Driver
ASD-8	Adapter Driver for ASD-3B, ASD-4B, ASD-7B
ASP-1	Seal Puller (large)
ASP-2	Seal Puller (small)
ATL-2	Universal Throttle Arm Gauge
ATL-3	Universal Throttle Arm Bender with Throttle Linkage Pins
P-59	Snap Ring Pliers
HTBB-26	Display Board only

New Britain

POWERFLITE • TORQUE-FLITE SERVICE TOOL BOARD

1953-57 Plymouth, Dodge, DeSoto, Chrysler, and Imperial Cars

Part No.	Description
APFB-12	Service Kit Board Complete with 12 Tools
APF-10	Reverse Band Adjusting Tool
APF-11	Kickdown Band Adjusting Tool
APF-12	Front Pump Seal Driver
APF-13	Manual Shaft Seal Driver
APF-14	Extension Housing Replacer
APF-15	Extension Housing Bearing Remover and Replacer
APF-16	Reaction Shaft Remover and Replacer
APF-17	Planetary Gear Train Holding Fixture
APF-18	Clutch Spring Compressor
APF-19	Valve Body Fixture
APF-20	Extension Housing Puller
APF-21	Servo Spring Compressor
APFBB-12	Display Board Only



FORDOMATIC • MERCOMATIC ADJUSTMENT TOOL BOARD

1951-57 Ford and Mercury
1956-57 Lincoln and Studebaker

Part No.	Description
AFB-12	Service Kit Board Complete with 12 Adjustment Tools
AF-10	Front Band Adjusting Tool
AF-11	Rear Band Adjusting Tool
AF-12	Throttle Valve Stop Bending Tool
AF-13	Manual Shaft Seal Installer
AF-14	Throttle Linkage Control Pin
AF-16	Throttle Lever Protractor Gauge
AF-18	Throttle Linkage Gauge (1954)
AF-19	Throttle Linkage Gauge (1951,52,53)
ASD-4	Output Shaft Seal Driver
ASD-8	Adapter Driver For ASD-4, ASD-5, and ASD-8
ASP-2	Seal Puller
P-148-5	Slide Hammer
AFBB-12	Display Board Only

FORDOMATIC • MERCOMATIC REPAIR TOOL BOARD

1951-57 Ford and Mercury
1956-57 Lincoln and Studebaker

Part No.	Description
AFB-10	Service Kit Board Complete with 10 Repair Tools
ADI-3	Dial Indicator Extension Rod
AF-15	Stator Sprag Inner Race Replacer
AF-17	Rear Pump Discharge Tube Remover
ASD-5	Front Pump Seal Driver
AFC-1	Front Clutch Diaphragm Spring Compressor
AFC-2	Rear Clutch Spring Compressor
AFP-3	Planetary Holding Fixture
AFS-1	Output Shaft Sleeve Puller
AFS-2	Output Shaft Sleeve Installer
P-59	Snap Ring Pliers
AFBB-10	Display Board Only

New Britain
6 in 1 SEAL DRIVER

SEAL DRIVER SET COMPLETE ASD-6

ASD-8 ADAPTER DRIVER
For driving all Adapters in Seal Driver Set ASD-6.

ASD-1
FRONT PUMP SEAL DRIVER
For use on all Dynaflow Automatic Transmissions through 1955.

ASD-2
FRONT PUMP SEAL DRIVER
For use on all Powerglide Automatic Transmissions through 1952.

ASD-3
OUTPUT SHAFT SEAL DRIVER

Cadillac:	1946-1955
Lincoln:	1949-1955
Oldsmobile:	1952-1955

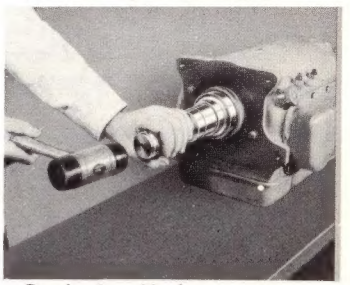
ASD-4
OUTPUT SHAFT SEAL DRIVER

Oldsmobile:	1940-1942
	1946-1951
Pontiac:	1948-1955
Kaiser:	1950-1955
Nash:	1950-1955
Hudson:	1950-1955
Ford:	1950-1957

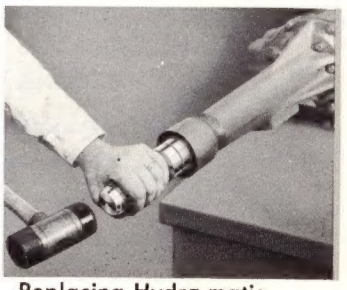
This one Tool combination, the Seal Driver Set, replaces more than a dozen individual tools costing many times more. For Hydra-matic, Dynaflow, Powerglide, Fordomatic and Mercomatic, this money-making Tool speeds servicing of Cadillac, Oldsmobile, Pontiac, Kaiser, Nash, Hudson, Lincoln, Buick, Chevrolet, Ford and Mercury automatic transmissions. The rugged, top quality alloy steel Seal Driver Set, with rust-proof Black Oxide finish, provides the right combination for installing both front and rear oil seals FAST and EASY. Permits installation of seals without removing pumps from transmissions. Proper fit prevents the seal distortion that causes oil leakage.

Part No.	No. in Pkg.
ASD-6	**1 Set**
ASD-1	**1 ea.**
ASD-2	**1 ea.**
ASD-3	**1 ea.**
ASD-4	**1 ea.**
ASD-5	**1 ea.**
ASD-7	**1 ea.**
ASD-8	**1 ea.**

Replacing Front Seal (Oil Pump Removed)



Replacing Hydra-matic Front Pump Oil Seal



Replacing Hydra-matic Rear Oil Seal

ASD-5
FRONT PUMP SEAL DRIVER
For use on all Fordomatic Transmissions through 1957 and 1953-56 POWERGLIDE.

ASD-7
FRONT PUMP SEAL DRIVER
For use on all Hydra-matic Transmissions from 1946 through 1955.

The Automatic Transmission Market is

BIG BUSINESS

Over 37,000,000 cars on the road today are equipped with Automatic Transmissions.

★ ★ ★

$51,500,000 were spent in 1956 for Automatic Transmission servicing other than complete overhaul.

★ ★ ★

$31,755,000 were spent in 1956 for Automatic Transmission adjustments only.

★ ★ ★

New Britain offers a complete tool program to service this BIG NEW MARKET with low cost, accurate, easy to use, multi-purpose tools.

Here's why ***New Britain*** offers the best buy:

1. Instructions — Each tool is packaged with complete illustrated instructions for use and application.

2. Universal tools — Many tools have numerous applications so that total cost is kept to a minimum. Universal tools are *not* used where it would affect the accuracy of the job, or utility of the tool.

3. Band Adjustments — Separate tools are available for each type transmission. This permits easy, accurate adjustments where precision settings are required. Where low inch-pound torque settings are necessary, such as on the Fordomatic and Powerflite Transmissions ***New Britain*** offers a pre-set torque adjusting tool that positively assures an accurate setting.

4. Throttle Linkage Adjustment — No Transmission adjustment is complete unless the throttle linkage is checked. The ***New Britain*** program includes gauges and tools necessary for accurate throttle linkage adjustments.

5. Seal Drivers and Bushing Drivers — A complete line of Seal Drivers and Bushing Drivers is available for safe, easy removal and installation of oil seals and bushings.

6. Overhaul Tools — A complete line of overhaul as well as adjustment tools are available for all popular transmissions. For illustrated catalog with instructions refer to these catalogs:

Jetaway Transmission Tools Catalog No. AD-432

Fordomatic Transmission Tools Catalog No. AD-431

Powerflite Transmission Tools Catalog No. AD-433

This automatic transmission tool program is a part of the complete line of service proved hand tools for mechanics.

NAPA Assurance of Quality

New Britain

HAND TOOLS

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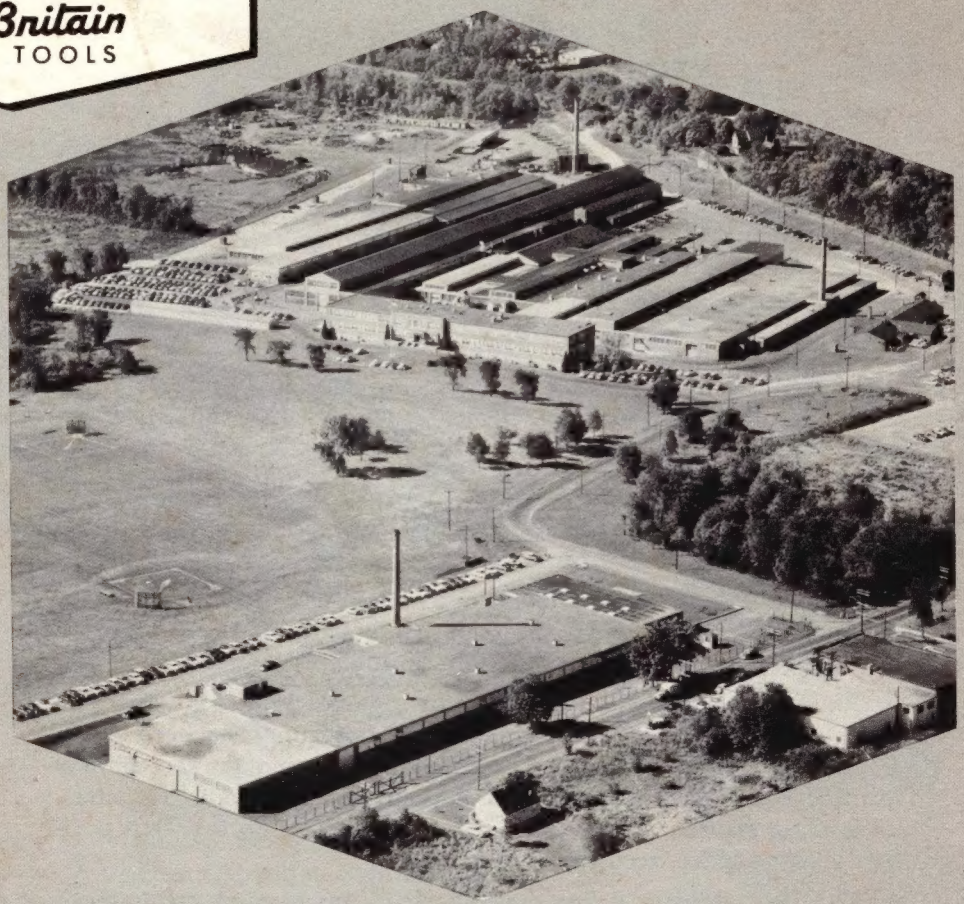
HAND TOOLS



I N D E X

	PAGE
Band Adjusting Tool, Front and Rear (External)	2
Band Adjusting Tool, Front (Internal)	3
Band Adjusting Gauge, Rear (Internal)	3
Board, Fordomatic • Mercomatic Adjustment Tools	13
Board Fordomatic • Mercomatic Repair Tools	13
Board, Hydra-matic Service Tools	12
Board, Powerflite • Torque-Flite Service Tools	13
Bushing Driver and Installer Set	5
Clutch Retaining Bracket, Rear	7
Clutch Spring Compressor	6
Clutch Tester, Front and Rear	6
Dial Indicator	11
Dial Indicator Extension Rod	11
Governor Sleeve Aligning Tool	8
Front Planetary Holder	9
Front Pump Holder	7
Mainshaft End Play Checking Tool	10
Oil Delivery Sleeve Ring Compressor	10
Oil Pressure Gauge	11
Rear Servo Spring Compressor	9
Rear Unit Holding Tool	9
Reverse Cone Clutch Installer	7
Seal Driver Set, Drivers and Adapter	14
Seal Pullers	10
Snap Ring Pliers	8
Snap Ring Remover, Open-Type	9
Throttle Arm Gauge	4
Throttle Linkage Pins	4
Transmission Holding Fixture	5

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FORM NO. AD-385